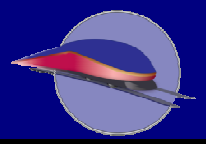
HSIPR Program Application Supporting Forms
Track 2 Corridor Program Data



Welcome to the Supporting Forms for Track 2 of the HSIPR Program. This Track 2 Corridor Program Data form is required as part of all Track 2 applications. To begin, save this Excel workbook to your computer and open the file. The buttons below will help you to easily navigate the forms contained in this file. To get started click on the button labeled "1. General Info."

Note 1: Yellow cells should be entered by the applicant and only left blank when not applicable to the program. Blue cells are set up to auto-populate based on formulas that are embedded in the forms. The embedded formulas are supplied for your convenience but you may choose to enter your own values into blue cells in which you do not wish to use the formulas provided.

In the Detailed Capital Cost Budget form, Red cells represent the minimum information required of the applicants; also in that form, White cells are optional. The same is true of two sections of the "Operating and Financial Perf." form dealing with Operating & Maintenance Expenses and the Capital Asset Renewal Charge.

Note 2: For purposes of this application, "Fiscal Year (FY)" refers to the Federal fiscal year (October 1- September 30).

Note 3: All dollar entries should be in thousands of dollars, except where specifically indicated.

Color Key for Completing this Form:

Cell Type/Color:	Applicant Must Input a Value	Applicant Should Input a Value	Template will Auto-Populate (see note 1 above)	FRA Use Only: Applicant Does Not Complete

General Info (click here first)

Capital Cost Info. (Standard Cost Categories for reference)

Detailed Capital Cost Budget Instructions

Detailed Capital Cost Budget

Annual Capital Cost Budget

Instructions for Operating & Financial Sheets

Operating & Mantenance Info

Operating & Financial Performance

Sustainability Sheet

Analysis of Funding Sources for Sustainability

Program Schedule

General Information

Below, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Limited to 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem)

1. Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the Supporting Forms.

Corridor Program Name (*same as on Application Form*)	IA-Chicago to Iowa City-New Service
Lead State or Organization	Iowa
Point-of-Contact (POC) Name	Tamara Nicholson
Point-of-Contact (POC) Email	tamara.nicholson@dot.iowa.gov
Point-of-Contact (POC) Phone	515-239-1052
Date of Submission	10/02/09
Version of Submission	1

Application Assumptions

1. Please use this section to capture two separate sets of assumptions that will enter the costs shown in subsequent sheets. The contingency rate is the allowance for uncertainties in projected costs. The Annual Inflation Rate will be used to convert between 2010 constant dollars and Year of Expenditure dollars. Enter the assumed annual inflation rate for each category for each year.

2. If you wish to use FRA's auto-populated formulas to help complete the capital cost and operating/maintenance information, please enter the requested data into the yellow cells. You may chose to enter your own values into the capital cost budget forms if you do not wish to use the auto-populated formulas. If you use your own values, in the explanation box below note your method as well as describe any supporting documentation submitted with this form.

Cost Categories*	Contingency Rate Assumption (%)	Annual Inflation Rate Assumptions by Year (%)								
		2008	2009	2010	2011	2012	2013	2014	2015	2016
Categories for Detailed Capital Cost Budget										
10 Track Structures and Track	20.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
20 Stations, Terminals, Intermodal	30.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
30 Support Facilities: Yards, Shops, Admin. Bldgs	30.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
40 Sitework, Right of Way, Land, Existing Improvements & Special Conditions	30.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
50 Communications & Signaling	20.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
60 Electric Traction	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
70 Vehicles	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
80 Professional Services (applies to Cats. 10-60)	5.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
90 Unallocated Contingency	n/a	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
100 Finance Charges	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Category for Operating, Financial, and Sustainability information		**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016****
Operating, Financial, Sustainability Information-- All-Purpose Inflation Rates		0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.
** For 2016 Operating, Financial, and Sustainability Inflation Assumptions, enter a single annual inflation rate for 2016 that will be used for 2016 and all subsequent years.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
10 TRACK STRUCTURES & TRACK		
10.01	Track structure: Viaduct	Include elevated track structure of significant length consisting of multiple spans of generally equal length
10.02	Track structure: Major/Movable bridge	Include all elevated track structures with a movable span, and/or with a span of significant length (generally of approximately 400'' or longer)
10.03	Track structure: Undergrade Bridges	Include elevated track structure of greater than 20 feet that does not fall into 10.01 and 10.02
10.04	Track structure: Culverts and drainage structures	Include all minor undergrade passageways (generally of 20 feet or less in width)
10.05	Track structure: Cut and Fill (> 4' height/depth)	Include grading and subgrade stabilization of roadbed
10.06	Track structure: At-grade (grading and subgrade stabilization)	All grading and subgrade stabilization of roadbed not included under cost categories 10.01 through 10.05 and 10.07
10.07	Track structure: Tunnel	Definition self-explanatory
10.08	Track structure: Retaining walls and systems	Definition self-explanatory
10.09	Track new construction: Conventional ballasted	Include all ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.10	Track new construction: Non-ballasted	Include all slab, direct fixation, embedded, and other non-ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.11	Track rehabilitation: Ballast and surfacing	Include undercutting, ballast cleaning, tamping, and surfacing not associated with new track construction
10.12	Track rehabilitation: Ditching and drainage	Definition self-explanatory
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	Definition self-explanatory
10.14	Track: Special track work (switches, turnouts, insulated joints)	Include minor turnouts and interlocking, such as crossovers and turnouts at the ends of passing tracks
10.15	Track: Major interlockings	Significant interlockings at major stations and where routes converge from three or more directions
10.16	Track: Switch heaters (with power and control)	Include cost of power distribution equipment from commercial power source to interlocking location
10.17	Track: Vibration and noise dampening	Definition self-explanatory
10.18	Other linear structures including fencing, sound walls	Definition self-explanatory
20 STATIONS, TERMINALS, INTERMODAL		As associated with stations, include costs for rough grading, excavation, station structures, enclosures, finishes, equipment; mechanical and electrical components including HVAC, ventilation shafts and equipment, station power, lighting, public address/customer information systems; safety systems such as fire detection and prevention, security surveillance, access control, life safety systems, etc. Include all construction materials and labor regardless of who is performing the work.
20.01	Station buildings: Intercity passenger rail only	Definition self-explanatory
20.02	Station buildings: Joint use (commuter rail, intercity bus)	Definition self-explanatory
20.03	Platforms	Definition self-explanatory
20.04	Elevators, escalators	Definition self-explanatory
20.05	Joint commercial development	Construction at station sites intended to support non-transportation commercial activities (shopping, restaurants, residential, office space). Do not include cost of incidental commercial use of station space intended for use by passengers (newsstands, snack bar, etc). Costs may not be allowable for Federal reimbursement.
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots	Include sidewalks, paths, plazas, landscape, site and station furniture, site lighting, signage, public artwork, bike facilities, permanent fencing
20.07	Automobile, bus, van accessways including roads	Include all on-grade paving
20.08	Fare collection systems and equipment	Include fare sales and swipe machines, fare counting equipment
20.09	Station security	Definition self-explanatory
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		
30.01	Administration building: Office, sales, storage, revenue counting	Definition self-explanatory
30.02	Light maintenance facility	Include service, inspection, and storage facilities and equipment
30.03	Heavy maintenance facility	Include heavy maintenance and overhaul facilities and equipment
30.04	Storage or maintenance-of-way building/bases	Definition Self-explanatory
30.05	Yard and yard track	Include yard construction and track associated with yard
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		Include all construction materials and labor regardless of who is performing the work.
40.01	Demolition, clearing, site preparation	Include project/program-wide clearing, demolition and fine grading
40.02	Site utilities, utility relocation	Include all site utilities-storm, sewer, water, gas, electric
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	Include underground storage tanks, fuel tanks, other hazardous materials and treatments, etc.
40.04	Environmental mitigation: wetlands, historic/archeology, parks	Include other environmental mitigation not listed
40.05	Site structures including retaining walls, sound walls	Definition self-explanatory
40.06	Temporary facilities and other indirect costs during construction	Definition self-explanatory

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
40.07	Purchase or lease of real estate	If the value of right-of-way, land, and existing improvements is to be used as in-kind local match to the Federal funding of the project/program, include the total cost on this line item. In backup documentation, separate cost for land from cost for improvements. Identify whether items are leased, purchased or acquired through payment or for free. Include the costs for permanent surface and subsurface easements, trackage rights, etc.
40.08	Highway/pedestrian overpass/grade separations	Other than the grade separations included in this line item, highway-rail grade crossing safety enhancements generally fall under 50.06.
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
50 COMMUNICATIONS & SIGNALING		
50.01	Wayside signaling equipment	Definition Self-explanatory
50.02	Signal power access and distribution	Definition Self-explanatory
50.03	On-board signaling equipment	Include on-board cab signal, Automatic Train Control (ATC), and Positive Train Control (PTC) related equipment
50.04	Traffic control and dispatching systems	Definition self-explanatory
50.05	Communications	Definition self-explanatory
50.06	Grade crossing protection	Includes all types of highway-rail grade crossing safety enhancements except for grade separation projects, which fall under 40.08.
50.07	Hazard detectors: dragging equipment high water, slide, etc.	Definition self-explanatory
50.08	Station train approach warning system	Definition self-explanatory
60 ELECTRIC TRACTION		
60.01	Traction power transmission: High voltage	Definition self-explanatory
60.02	Traction power supply: Substations	Definition self-explanatory
60.03	Traction power distribution: Catenary and third rail	Definition self-explanatory
60.04	Traction power control	Definition self-explanatory
70 VEHICLES		Include professional services associated with the vehicle component of the project/program. These costs may include agency staff oversight and administration, vehicle consultants, design and manufacturing contractors, legal counsel, warranty and insurance costs, etc.
70.00	Vehicle acquisition: Electric locomotive	Definition self-explanatory
70.01	Vehicle acquisition: Non-electric locomotive	Definition self-explanatory
70.02	Vehicle acquisition: Electric multiple unit	Definition self-explanatory
70.03	Vehicle acquisition: Diesel multiple unit	Definition self-explanatory
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	Include cars with coach space, sleeping compartments, etc.
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	Include dedicated food service, lounge, baggage and other service support cars
70.06	Vehicle acquisition: Maintenance of way vehicles	Definition self-explanatory
70.07	Vehicle acquisition: Non-railroad support vehicles	Include hi-rail bucket trucks, and other highway vehicles
70.08	Vehicle refurbishment: Electric locomotive	Definition self-explanatory
70.09	Vehicle refurbishment: Non-electric locomotive	Definition self-explanatory
70.10	Vehicle refurbishment: Electric multiple unit	Definition self-explanatory
70.11	Vehicle refurbishment: Diesel multiple unit	Definition self-explanatory
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	Include coaches, sleeping cars, etc.
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	Include food service, lounge, baggage and other service support cars
70.14	Vehicle refurbishment: Maintenance of way vehicles	Definition self-explanatory
70.15	Spare parts	Definition self-explanatory
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		Cat. 80 applies to Cats. 10-60. Cat. 80 includes all professional, technical and management services related to the design and construction of infrastructure (Cats. 10 - 60) during the preliminary engineering, final design, and construction phases of the project/program (as applicable). This includes environmental work, design, engineering and architectural services; specialty services such as safety or security analyses; value engineering, risk assessment, cost estimating, scheduling, ridership modeling and analyses, auditing, legal services, administration and management, etc. by agency staff or outside consultants. Include professional liability insurance and other non-construction insurance on 80.05 unless
80.01	Service Development Plan/Service Environmental	
80.02	Preliminary Engineering/Project Environmental	
80.03	Final design	
80.04	Project management for design and construction	
80.05	Construction administration & management	
80.06	Professional liability and other non-construction insurance	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.	
80.08	Surveys, testing, investigation	
80.09	Engineering inspection	Definition self-explanatory
80.10	Start up	Definition self-explanatory
90 UNALLOCATED CONTINGENCY		Includes unallocated contingency, project/program reserves. Document allocated contingencies for individual line items on Detailed Capital Cost Budget.
100 FINANCE CHARGES		Include finance charges expected to be paid by the project/program sponsor/grantee prior to either the completion of the project or the fulfillment of the FRA funding commitment, whichever occurs later in time. Finance charges incurred after this date should not be included in Total Project Cost. Derive finance charges from the project's financial plan, based on an analysis of the sources and uses of funds.

*NOTE: To help evaluate and compare the costs of different application FRA has developed 10 main Standardized Capital Cost Categories. These are provided to establish consistency in the use of the worksheets. The SCC cost breakdown is based on a traditional Design Bid Build model. If your project is Design Build, to the best of your ability, separate construction costs from design, administration, testing, etc. Put all construction costs in 10 through 60. Put design, administration, testing, etc. in "80 Professional Services." If you are not sure where to put a certain element of the project, consider the issue in general terms, using this sheet as a guide.

Detailed Capital Cost Budget Instructions

Instructions:

To assist FRA in comparing applications, this form provides a breakdown of capital costs using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost Info" tab of this workbook. The data you enter in this form should be drawn from budget estimates or analysis you have available for your program.

1. For purposes of Track 2, and to provide the additional detail commensurate with these relatively complex programs, subcategories have been created. Values must be entered in the red cells in the Detailed Capital Cost Budget tab for each subcategory total; values for each line item in white are optional. If you enter line item financial estimates the subcategory line will auto-sum. If you do not have line item estimates available, please enter the subcategory estimate directly.

2. Data is required at minimum for the red cells (enter zero if your program does not inlude a particular item). If a subcategory contains only one line item, you may enter the value in the line item or in the sub-category subtotal. Please only provide data for those cost categories associated with this program; leave others blank. (See example below) If you are providing line item details, (a) make sure to provide all the applicable line items for a given subcategory and (b) do not overwrite the formula in the red cell showing the subcategory total.

	Program Name:		
	Note: Cells in Red represent the minim applicable)		
	Total Allocated Cost (Base Yr FY10 Dollars in $ thousands)	Allocated Contingency (Base Yr FY10 Dollars in $ thousands)	TOTAL COST (Base Yr FY10 Dollars in $ thousands)
10 TRACK STRUCTURES & TRACK			
10.01 Track structure: Viaduct		$ -	$ -
10.02 Track structure: Major/Movable bridge	$ 250,000.00	$ 50,000.00	$ 300,000.00
10.03 Track structure: Undergrade Bridges		$ -	$ -
10.04 Track structure: Culverts and drainage structures	$ 1,000.00	$ 200.00	$ 1,200.00
10.05 Track structure: Cut and Fill (> 4' height/depth)		$ -	$ -
10.06 Track structure: At-grade (grading and subgrade stabilization)		$ -	$ -
10.07 Track structure: Tunnel		$ -	$ -
10.08 Track structure: Retaining walls and systems		$ -	$ -
10.18 Other linear structures including fencing, sound walls		$ -	$ -
Bridges, Tunnels, and Other Structures Subcategory Total	$ 251,000.00	$ 50,200.00	$ 301,200.00
10.09 Track new construction: Conventional ballasted		$ -	$ -
10.10 Track new construction: Non-ballasted		$ -	$ -
10.11 Track rehabilitation: Ballast and surfacing		$ -	$ -
10.12 Track rehabilitation: Ditching and drainage		$ -	$ -
10.13 Track rehabilitation: Component replacement (rail, ties, etc)		$ -	$ -
10.14 Track: Special track work (switches, turnouts, insulated joints)		$ -	$ -
10.15 Track: Major interlockings		$ -	$ -
10.16 Track: Switch heaters (with power and control)		$ -	$ -
10.17 Track: Vibration and noise dampening		$ -	$ -
Track Construction and Rehabilititation Subcategory Total	$ 100,000.00	$ 20,000.00	$ 120,000.00
Total for Category 10 TRACK STRUCTURES & TRACK	*$ 351,000.00*	$ 70,200.00	$ 421,200.00

Specific line items may be entered or left blank if that level of detail is unavailable

The red subtotal lines are required even if line item level detail cannot be provided at this time. In this case, applicants may overwrite the formula and enter the value of this subtotal directly into the cell.

3. Explain any large discrete, identifiable and/or unique capital investments in the space provided at the end of this form. Where an explanation is required, the cells have been identified in red. Please include the reference to the Cost Category number (or subcategory name) in your explanation. Example: "10.07: Tunnel at xxxx [location], x.x miles in length, consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."

4. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2010 Dollars.

Detailed Capital Cost Budget

Program Name: IA-Chicago to Iowa City-New Service

Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)

		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
10 TRACK STRUCTURES & TRACK					
10.01	Track structure: Viaduct	$ -	$ -	$ -	
10.02	Track structure: Major/Movable bridge	$ -	$ -	$ -	
10.03	Track structure: Undergrade Bridges	$ 791	$ 158	$ 949	
10.04	Track structure: Culverts and drainage structures	$ 465	$ 93	$ 558	
10.05	Track structure: Cut and Fill (> 4' height/depth)	$ -	$ -	$ -	
10.06	Track structure: At-grade (grading and subgrade stabilization)	$ 441	$ 88	$ 529	
10.07	Track structure: Tunnel	$ -	$ -	$ -	
10.08	Track structure: Retaining walls and systems	$ 150	$ 30	$ 180	
10.18	Other linear structures including fencing, sound walls	$ 100	$ 20	$ 120	
Bridges, Tunnels, and Other Structures Subcategory Total		$ 1,947	$ 389	$ 2,336	
10.09	Track new construction: Conventional ballasted	$ 5,783	$ 1,157	$ 6,939	
10.10	Track new construction: Non-ballasted	$ -	$ -	$ -	
10.11	Track rehabilitation: Ballast and surfacing	$ 5,007	$ 1,001	$ 6,009	
10.12	Track rehabilitation: Ditching and drainage	$ 110	$ 22	$ 132	
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	$ 12,167	$ 2,433	$ 14,600	
10.14	Track: Special track work (switches, turnouts, insulated joints)	$ 5,430	$ 1,086	$ 6,516	
10.15	Track: Major interlockings	$ 8,600	$ 1,720	$ 10,320	
10.16	Track: Switch heaters (with power and control)	$ -	$ -	$ -	
10.17	Track: Vibration and noise dampening	$ -	$ -	$ -	
Track Construction and Rehabilititation Subcategory Total		$ 37,097	$ 7,419	$ 44,516	
Total for Category 10 TRACK STRUCTURES & TRACK		$ 39,043	$ 7,809	$ 46,852	
20 STATIONS, TERMINALS, INTERMODAL					
20.01	Station buildings: Intercity passenger rail only	$ -	$ -	$ -	
20.02	Station buildings: Joint use (commuter rail, intercity bus)	$ -	$ -	$ -	
20.03	Platforms	$ 1,335	$ 401	$ 1,736	
20.04	Elevators, escalators	$ -	$ -	$ -	
20.05	Joint commercial development	$ -	$ -	$ -	
20.06	Pedestrian / bike access and accommodation, landscaping, parking	$ 801	$ 240	$ 1,041	
20.07	Automobile, bus, van accessways including roads	$ 1,221	$ 366	$ 1,588	
20.08	Fare collection systems and equipment	$ 68	$ 20	$ 88	
20.09	Station security	$ -	$ -	$ -	
Total for Category 20 STATIONS, TERMINALS, INTERMODAL		$ 3,425	$ 1,027	$ 4,452	

		Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS					
30.01	Administration building: Office, sales, storage, revenue counting	$ -	$ -	$ -	
30.02	Light maintenance facility	$ 2,450	$ 735	$ 3,185	
30.03	Heavy maintenance facility	$ -	$ -	$ -	
30.04	Storage or maintenance-of-way building/bases	$ -	$ -	$ -	
30.05	Yard and yard track	$ 1,160	$ 348	$ 1,508	
Total for Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		$ 3,610	$ 1,083	$ 4,693	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS					
40.07	Purchase or lease of real estate	$ 3,770	$ 1,131	$ 4,901	
	Purchase or lease of real estate Subcategory Total	$ 3,770	$ 1,131	$ 4,901	
40.01	Demolition, clearing, site preparation	$ 500	$ 150	$ 650	
40.02	Site utilities, utility relocation	$ 250	$ 75	$ 325	
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	$ 250	$ 75	$ 325	
40.04	Environmental mitigation: wetlands, historic/archeology, parks	$ 500	$ 150	$ 650	
40.05	Site structures including retaining walls, sound walls	$ -	$ -	$ -	
40.06	Temporary facilities and other indirect costs during construction	$ -	$ -	$ -	
40.08	Highway/pedestrian overpass/grade separations	$ -	$ -	$ -	
40.09	Relocation of existing households and businesses	$ 700	$ 210	$ 910	
	All other Sitework, ROW, Existing Improvements Subcategory Total	$ 2,200	$ 660	$ 2,860	
Total for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		$ 5,970	$ 1,791	$ 7,761	
50 COMMUNICATIONS & SIGNALING					
50.01	Wayside signaling equipment	$ 30,086	$ 6,017	$ 36,103	
50.02	Signal power access and distribution	$ -	$ -	$ -	
50.03	On-board signaling equipment	$ -	$ -	$ -	
50.04	Traffic control and dispatching systems	$ 14,700	$ 2,940	$ 17,640	
50.05	Communications	$ 2,000	$ 400	$ 2,400	
50.06	Grade crossing protection	$ 20,254	$ 4,051	$ 24,305	
50.07	Hazard detectors (dragging equipment, , slide, etc.)	$ -	$ -	$ -	
50.08	Station train approach warning system	$ -	$ -	$ -	
Total for Category 50 COMMUNICATIONS & SIGNALING		*$ 67,040*	$ 13,408	$ 80,448	
60 ELECTRIC TRACTION					
60.01	Traction power transmission: High voltage	$ -	$ -	$ -	
60.02	Traction power supply: Substations	$ -	$ -	$ -	
60.03	Traction power distribution: Catenary and third rail	$ -	$ -	$ -	
60.04	Traction power control	$ -	$ -	$ -	
Total for Category 60 ELECTRIC TRACTION		$ -	$ -	$ -	

		Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
70 VEHICLES					
70.00	Vehicle acquisition: Electric locomotive	$ -	$ -	$ -	
70.01	Vehicle acquisition: Non-electric locomotive	$ 15,900	$ 4,770	$ 20,670	
70.02	Vehicle acquisition: Electric multiple unit	$ -	$ -	$ -	
70.03	Vehicle acquisition: Diesel multiple unit	$ -	$ -	$ -	
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	$ 20,700	$ 6,210	$ 26,910	
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	$ 6,900	$ 2,070	$ 8,970	
70.06	Vehicle acquisition: Maintenance of way vehicles	$ -	$ -	$ -	
70.07	Vehicle acquisition: Non-railroad support vehicles	$ -	$ -	$ -	
	Vehicle Acquisition Subcategory Total	$ 43,500	$ 13,050	$ 56,550	
70.08	Vehicle refurbishment: Electric locomotive	$ -	$ -	$ -	
70.09	Vehicle refurbishment: Non-electric locomotive	$ -	$ -	$ -	
70.10	Vehicle refurbishment: Electric multiple unit	$ -	$ -	$ -	
70.11	Vehicle refurbishment: Diesel multiple unit	$ -	$ -	$ -	
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	$ -	$ -	$ -	
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	$ -	$ -	$ -	
70.14	Vehicle refurbishment: Maintenance of way vehicles	$ -	$ -	$ -	
70.15	Spare parts	$ -	$ -	$ -	
	Vehicle Refurbishment and Spare Parts Subcategory Total	$ -	$ -	$ -	
Total for Category 70 VEHICLES		*$ 43,500*	$ 13,050	$ 56,550	
80 PROFESSIONAL SERVICES					
80.01	Service Development Plan/Service Environmental	$ -	$ -	$ -	
	Service Development Plan/Service Environmental Subcategory Total	$ -	$ -	$ -	
80.02	Preliminary Engineering/Project Environmental	$ 3,963	$ 198	$ 4,161	
	Preliminary Engineering/Project Environmental Subcategory Total	$ 3,963	$ 198	$ 4,161	
80.03	Final Design	$ 10,171	$ 509	$ 10,679	
	Final Design Subcategory Total	$ 10,171	$ 509	$ 10,679	
80.04	Project management for design and construction	$ 3,373	$ 169	$ 3,541	
80.05	Construction administration & management	$ 2,698	$ 135	$ 2,833	
80.06	Professional liability and other non-construction insurance	$ -	$ -	$ -	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.	$ -	$ -	$ -	
80.08	Surveys, testing, investigation	$ -	$ -	$ -	
80.09	Engineering inspection	$ -	$ -	$ -	
80.10	Start up	$ -	$ -	$ -	
	All Other Professional Services Subcategory Total	$ 6,071	$ 304	$ 6,375	
Total for Category 80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		*$ 20,204*	$ 1,010	$ 21,215	
Subtotal (10-80)		**$ 182,792**	**$ 39,178**	**$ 221,971**	
90 UNALLOCATED CONTINGENCY				**$ 11,099**	
Subtotal (10-90)				**$ 233,069**	
100 FINANCE CHARGES					
TOTAL CAPITAL COSTS (10-100)				**$ 233,069**	

	Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
	Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
Space provided for additional descriptions of capital costs. ***See Example under "Instructions" above. Please include references to specific Cost Category numbers.***				

Annual Capital Cost Budget

Instructions:
This form should provide a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from any budget estimates or analysis you have completed for your program. (Thousands of dollars)

1. In the yellow cells, enter the annual dollar figures for each cost category in Base Year/FY 10 Dollars. Also provide the actual cost of 2009 activities in the Year of Expenditure (YOE) table. The blue cells above will auto-populate with the Base Year/FY 10 Dollars for FY 2009 if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells. Note: This form should reflect Federal Government Fiscal Years (FY) from October 1 through September 30.

2. The light blue Year of Expenditure (YOE) information will auto-populate if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells and provide further explanation in the box including descriptions of any attached supporting documentation.

3. Category 100, "Finance Charges," should be manually entered only for each year in for the YOE section of the table. This is necessary because of the added complexities embedded in these charges. The embedded formula will calculate the Base Year FY 2010 equivalent of YOE finance charges. Entries should accord with the financial plan for the project, as described in Sections 2.2 and 4.3.3.2 of the Guidance.

Program Name: IA-Chicago to Iowa City-New Service

BASE YEAR FY 2010 DOLLARS (Thousands)	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total in Base Yr /FY 10 Dollars*	Check Figures Taken from Detailed Budget‡
10 TRACK STRUCTURES & TRACK	$ -			$ 11,713	$ 23,426	$ 11,713				$ 46,852	$ 46,852
20 STATIONS, TERMINALS, INTERMODAL	$ -			$ 1,113	$ 2,226	$ 1,113				$ 4,452	$ 4,452
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	$ -			$ 1,173	$ 2,347	$ 1,173				$ 4,693	$ 4,693
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	$ -			$ 1,940	$ 3,881	$ 1,940				$ 7,761	$ 7,761
50 COMMUNICATIONS & SIGNALING	$ -			$ 20,112	$ 40,224	$ 20,112				$ 80,448	$ 80,448
60 ELECTRIC TRACTION	$ -			$ -	$ -	$ -				$ -	$ -
70 VEHICLES	$ -	$ 11,310	$ 11,310	$ 11,310	$ 11,310	$ 11,310				$ 56,550	$ 56,550
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	$ -	$ 3,121	$ 5,045	$ 6,933	$ 4,522	$ 1,594				$ 21,215	$ 21,215
90 UNALLOCATED CONTINGENCY	$ -	$ 722	$ 818	$ 2,715	$ 4,397	$ 2,448				$ 11,099	$ 11,099
100 FINANCE CHARGES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Program Cost (10-100)	**$ -**	**$ 15,152**	**$ 17,173**	**$ 57,010**	**$ 92,332**	**$ 51,403**	**$ -**	**$ -**	**$ -**	**$ 233,069**	**$ 233,069**

YEAR OF EXPENDITURE (YOE) DOLLARS	2009	2010	2011	2012	2013	2014	2015	2016	2017	YOE Total**
10 TRACK STRUCTURES & TRACK	$ -	$ -	$ -	$ 12,791	$ 26,733	$ 13,968	$ -	$ -	$ -	$ 53,492
20 STATIONS, TERMINALS, INTERMODAL	$ -	$ -	$ -	$ 1,215	$ 2,540	$ 1,327	$ -	$ -	$ -	$ 5,083
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	$ -	$ -	$ -	$ 1,281	$ 2,678	$ 1,399	$ -	$ -	$ -	$ 5,358
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	$ -	$ -	$ -	$ 2,119	$ 4,428	$ 2,314	$ -	$ -	$ -	$ 8,861
50 COMMUNICATIONS & SIGNALING	$ -	$ -	$ -	$ 21,963	$ 45,902	$ 23,984	$ -	$ -	$ -	$ 91,849
60 ELECTRIC TRACTION	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
70 VEHICLES	$ -	$ 11,310	$ 11,310	$ 11,310	$ 11,310	$ 11,310	$ -	$ -	$ -	$ 56,550
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	$ -	$ 3,121	$ 5,272	$ 7,571	$ 5,161	$ 1,900	$ -	$ -	$ -	$ 23,025
90 UNALLOCATED CONTINGENCY	$ -	$ 722	$ 855	$ 2,965	$ 5,017	$ 2,919	$ -	$ -	$ -	$ 12,477
100 FINANCE CHARGES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Program Cost (10-100)	**$ -**	**$ 15,152**	**$ 17,436**	**$ 61,215**	**$ 103,770**	**$ 59,122**	**$ -**	**$ -**	**$ -**	**$ 256,695**

* For the purpose of this application, base year dollars are considered FY 2010 dollars.
**Year-of-Expenditure(YOE) dollars are inflated Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form.
‡ As a convenience to applicants in cross-checking their figures, this column shows the "Total Costs" by category in FY 2010 dollars carried over from the "Detailed Capital Cost Budget" sheet.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

Instructions for Operating and Financial Sheets

Applicants for Track 2 are required to project their corridor service's operating and financial performance at least through the tenth full year of operation (a longer period is required for the capital asset renewal charge -- see below).

The sheet "Operating & Maintenance Info." lays out an approach to passenger rail cost accounting and projection that accords with that employed by Amtrak in its recently-implemented "APT" system. The O&M cost categories in the "Operating and Financial Perf." sheet draw on the cost categories in the "Operating & Maintenance Info." sheet. If you have employed other approaches to O&M cost estimation, show the totals in the red-shaded cells for Year 1, Year 5, and Year 10 and provide supporting documentation describing your O&M cost projection methods. Otherwise, if your O&M projections support the O&M line items detailed in the form, enter your data and the total O&M expense will auto-calculate.

With respect to the "Capital Asset Renewal Charge" (CARC): please note that this is not a charge for the use of assets initially provided or renewed under the HSIPR program. Instead, it is an annualized allowance for future asset replacement, refurbishment, and expansion. Categories that would describe investments that together make up the CARC are shown in the lower section of the Operating and Financial Performance form. If your method of projecting future capital asset renewals and costs does not support the categories shown in the form, enter your totals in the red-shaded cells labeled "Total capital asset renewal charge (annualized amounts)." If your methodology supports the line items on the form, please fill in the individual category entries and the total will auto-populate. In either case, you will need to explain your methodology and procedures in supporting documentation.

An illustrative methodology for estimating the CARC follows. It can be applied to the total CARC, or to its constituent line items.

- Develop a schedule for the nature and expected cost (in FY 2010 dollars) of capital asset renewals, expansions, and additions for years 1 through 30 of the program's operation. Assign projected costs to the years in which they are expected to occur.
- Calculate the present value of the future expenditures thus assigned, based on the OMB-approved discount rate of 7 percent.
- Annualize the present value by calculating the equal annual payments over 30 years that would equate to the present value at the approved discount rate.

The annualized number will be the CARC, and should be entered on the appropriate row(s) of the Operating and Financial Performance Spreadsheet.

Operating and Maintenance Information
(Standard O&M Cost Categories for Reference)

Category/Subcategory	Definition
100 Maintenance of Way (MoW)	
101 MoW Track	Maintenance work on track assets along the right-of-way, including the roadbed, rails, cross-ties, ballast, and grade crossings.
102 MoW Communications & Signal	Maintenance work on Communications & Signal assets, including telegraph, telephone, radio systems; train signal and interlocking systems; and buildings, right-of-way, or other facilities supporting and housing these assets and systems.
103 MoW Electric Traction	Operation of electric propulsion systems and maintenance work on electric transmission assets, including catenary and support apparatuses; transmission systems; power substations; and building and structures housing these systems.
104 MoW Bridges & Buildings	Maintenancework on physical assets, including tunnels, bridges, culverts, overhead highway bridges, signs, and ancillary buildings.
105 MoW Support	General support for front-line MoW activities (Track, Communications & Signal, Electric Traction and Buildings & Bridges), including management and supervision; training; material control and procurement; support for capital projects; and other general su
200 Maintenance of Equipment (MoE)	
201 MoE Turnaround	Cleaning, inspection, and minor repairs of rolling stock both prior to departure and en-route.
202 Loco Maintenance	Maintenance of train locomotives, including both preventive/scheduled maintenance and as-needed maintenance due to locomotive failures, bad orders, freeze damage, wrecks, and so on. Does not include major repairs and overhauls or other capital work.
203 Car Maintenance	Maintenance of train cars, including passenger coaches, dining cars, sleeping cars, and baggage cars. Includes both preventive/scheduled maintenance and as-needed maintenance due to car failures, bad orders, freeze damage, wrecks, and so on. Does not in
204 Major Repairs - Expensed	Repairs to rolling stock, components or equipments performed in major overhaul facilities or backshops that are not capitalizable.
205 MoE Support	General support for front-line MoE activities, including managerial, administrative, material control, and other activities in support of turnaround servicing, rolling stock maintenance and repair, and component work.
300 Transportation	
301 Onboard Services (OBS)	Services provided to customers onboard trains, including food and beverage, entertainment, sleeping car services, and so on. Included are direct and indirect labor charges of OBS employees providing services onboard trains; commissary management and sup
302 Trainmen & Enginemen (T&E)	Direct labor and indirect labor-related costs of enginemen (train engineers who operate locomotives) and trainmen (conductors in overall control of trains) as well as general support for and management of T&E employees and crew bases.
303 Yard	Activities required to support the movement of train equipment in preparation for revenue service, including moving trains between the yard and station, train makeup and breakup, moving equipment to and from mechanical facilities, and managerial costs rel
304 Fuel	Diesel fuel costs for trains used in passenger service. Includes fuel costs only.
305 Power - Electric Traction	Electric power costs for trains used in passenger service. Includes power costs only.
306 Train Movement	Activities associated with moving passengers from endpoint to endpoint, including train dispatching, signal or interlocking operations, and the operations of any control or operations center(s).
307 Train Movement-Railroad Services	Costs for services provided by other railroads, including infrastructure access, leasing of equipment, purchased fuel, equipment maintenance or repairs, dispatching and signal services, and station costs.
308 Transportation Support	Support and management of front-line train operations activities, including the costs of general and assistant superintendants, railroad foremen and assistant foremen, and other transportation operations-related activities.
400 Sales and Marketing	
401 Sales	Field sales and sales administration, travel agent services, and commercial account services, including expenditures for travel agency commissions, credit card commissions, and airline system access fees.
402 Information & Reservations	Reservation services to both the general public other distribution channels, such as travel agencies, including the costs of call centers and information systems required to support reservation services.
403 Marketing	Marketing and sales support activities, including market research, customer relations, advertising, production of timetables, and sales promotions.
500 Stations	
501 Stations	Station service activities, including ticketing, cleaning and maintenance, lounge operation, red cap and porter services, baggage services, stationmaster and usher activities, snow and ice removal, and training and supervision of staff.

Operating and Maintenance Information
(Standard O&M Cost Categories for Reference)

Category/Subcategory	Definition
600 Police, Security & Environmental Safety	
601 Police and Security	Traditional police patrolling activities and surveillance, intelligence, and counterterrorism efforts in support of train service, facilities, and right-of-way.
602 Environmental & Safety	Activities to ensure and oversee environmental, health, and safety of employees and customers, including environmental and safety compliance.
700 General and Administrative	
701 Corporate Administration	Managerial and administrative activities that are enterprise-wide in scope and support all operations of the project or enterprise.
702 Centralized Services	Services that are enterprise-wide in scope, including IT, payroll operations, human resources, accounting, procurement, and so on.
Total Operating and Maintenance Costs – for Purposes of HSIPR Program Application	Note: Does not include charges for return on, or return of, capital.

Operating Information and Financial Performance

Instructions:
1. Input the operating and financial information in the yellow cells. (Dollar values are in millions of 2010 constant dollars except as noted.)

2. Ensure the light blue cells have auto populated with data based on the imbedded equations

3. Do not input information in cells with hatch marks.

4. If there is no "Comparable Existing Service," leave the FY 2008 and FY 2009 columns blank.

5. For lines 28 and 39 of the "Comparable Existing Service," enter YOE dollars into the yellow cells and the light blue cells will auto populate with FY 2010 dollars using the inflation assumptions detailed earlier in this workbook. If figures are already available in FY 2010 dollars, enter these over the formula in the light blue cell.

			Corridor Program Name		IA-Chicago to Iowa City-New Service		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items		*(Use best estimates for full-year FY 2009 data)*	First full year	Fifth full year	Tenth full year
		Indicate the fiscal year - use yyyy format as shown for 2008 and 2009	2008	2009	2015	2020	2025
		Physical, production, and traffic factors for the corridor program					
1	e	Route-miles, total	0	0	219.5	219.5	220
2	e	Typical trip time over entire route (hours)	0.0	0.0	5.0	5.0	5.0
3	=line 1 / line 2	Average train speed (mph) over entire route	-	-	44.2	44.2	44.2
4	e	Top operating speed (mph)	0	0	79	79	79
5	e	Trains per day (round-trips)(average over the course of a year)	0.0	0.0	2.0	2.0	2.0
6	e	Trains per day (round-trips)(typical weekday)	0.0	0.0	2.0	2.0	2.0
7	e	Passenger-Trips, Thousands	0	0	187	200	217
8	e	Passenger-Miles, Thousands	0	0	34,631	36,974	40,127
9	=line 28 / line 8	Average fare per passenger-mile (FY 2010 dollars, three decimals)	-	-	$0.139	$0.141	$0.141
10	=line 8 / line 7	Average trip length (miles)	-	-	185.3	185.3	185.3
		Effect on other modes-traffic in the city-pairs served:					
11	e	Percent of air traffic diverted			24%	24%	24%
12	e	Percent of intercity auto traffic diverted			67%	67%	67%
12a	e	If comparable service now exists: Percent of intercity rail traffic diverted			0%	0%	0%
13	e	Percent of intercity bus traffic diverted			9%	9%	9%
		Rail corridor traffic by source (thousands of passenger-miles):					
14	e	Diverted from air			7,222	7,669	8,323
15	e	Diverted from auto			23,439	24,891	27,014
16	e	Diverted from conventional/previous rail			0	0	0
17	e	Diverted from bus			3,284	3,487	3,784
18	e	Induced			2,437	2,588	2,809

Line No.	Formula (e = entry)	Line Items	Corridor Program Name / For Comparable Existing Service Only:	(Use best estimates for full-year FY 2009 data)	IA-Chicago to Iowa City-New Service: Projections for Full Years of Operation Following Program Completion — First full year	Fifth full year	Tenth full year
		Rail corridor traffic by source (percentage distribution of total):					
19	=line 14 / line 8	Diverted from air			21%	21%	21%
20	=line 15 / line 8	Diverted from auto			68%	67%	67%
21	=line 16 / line 8	Diverted from conventional/previous rail			-	-	-
22	=line 17 / line 8	Diverted from bus			9%	9%	9%
23	=line 18 / line 8	Induced			7%	7%	7%
		Operating efficiency factors					
24	e	Train-miles. thousands	0	0	320	320	320
25	=line 8 / line 24	Passenger-miles per train mile	-	-	108	116	125
26	e	Seat-miles, thousands	0	0	83,322	83,322	83,222
27	=line 8 / line 26	Load factor	-	-	42%	44%	48%
		Operating results and continuing investments - Thousands of FY 2010 dollars except where noted					
		Revenues (do not include any public subsidies):	YOE dollars / FY 2010 dollars	YOE Dollars / FY 2010 Dollars			
28	e	Passenger transportation revenue (for Comparable Existing Service ONLY, enter either YOE dollars (thousands) in yellow cells OR FY 2010 dollars (thousands) in the blue cells)	$0 / -	$0 / -	$4,800	$5,209	$5,653
29	e	Income from creditable ancillary activities			$0	$0	$0
30	=line 28 + line 29	System revenues			$4,800	$5,209	$5,653
		Operating and maintenance expenses: *(See "O&M Line Item Contents" sheet)*					
31	e	Maintenance of way (MOW)					
32	e	Maintenance of equipment (MOE)					
33	e	Transportation					
34	e	Sales and marketing					
35	e	Stations					
36	e	Police, Security, and Environmental Safety					
37	e	General and administrative					
38	=sum of lines 31 through 37	Total O&M expense			$10,800	$10,800	$10,800
39	= line 30 - line 38	Operating surplus/(deficit). (State operating (subsidy) for FY 2008 and 2009 if there is a comparable existing service. Otherwise leave blank for those years. For Comparable Existing Service ONLY, enter either YOE dollars (thousands) in yellow cells OR FY 2010 dollars (thousands) in the blue cells. **For rough comparability with any future deficits, express the (subsidy) as a negative number)**	- / -	- / -	$ (6,000)	$ (5,591)	$ (5,147)
40	=line 39 / line 8	*Operating surplus/(deficit) per passenger-mile, in dollars (three decimals). (State operating (subsidy)per passenger-mile for FY 2008 and 2009, in FY 2010 dollars, if there is a comparable existing service)*	- / -		$ (0.173)	$ (0.151)	$ (0.128)

			Corridor Program Name		IA-Chicago to Iowa City-New Service		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items		*(Use best estimates for full-year FY 2009 data)*	First full year	Fifth full year	Tenth full year
Capital asset renewal charges: Annualized amounts providing for capital expenditures expected after completion of initial construction. The annualized amounts would be based on a long-term projection. Provide methods and assumptions in supporting documentation.							
41	e	Fixed infrastructure - capitalized MOW			$0	$0	$0
42	e	Fixed infrastructure - subsequent expansions			$0	$0	$0
43	e	Vehicles -capitalized MOE - overhauls, refurbishments etc.			$0	$0	$0
44	e	Vehicles - fleet replacements			$0	$0	$0
45	e	Vehicles - fleet expansions			$0	$0	$0
46	e	All other			$0	$0	$0
47	=sum of lines 41 through 46	Total capital asset renewal charge (annualized amounts)			-	-	-
48	=line 39 - line 47	Surplus/(deficit) after capital asset renewal charge			**$ (6,000)**	**$ (5,591)**	**$ (5,147)**
49	calc. from line 48	Is there a projected (deficit) and thus, a Funding Requirement?			Yes	Yes	Yes
50	calc. from line 48	If there is a Funding Requirement, express it in absolute dollars in this row, and carry it over to the Sustainability Sheet.			$6,000	$5,591	$5,147

Corridor Program Name	IA-Chicago to Iowa City-New Service

Sustainability

Instructions: The upper half of this sheet will auto-populate from data in "Operating and Finanial Perf". In the lower half of the sheet, please indicate the sources from which the 2008 and 2009 operating subsidies were supplied and projected sources for annual funding requirements once the Corridor Program is in service. Please provide any additional information or clarifications as supplemental documentation. All Dollars in Thousands.

Funding Requirements (from "Operating and Financial Perf." sheet)	Thousands of Dollars				
	Comparable existing Service (if any)		First full year of operation	Fifth full year of operation	Tenth full year of operation
Indicate the fiscal year:	2008	2009	2015	2020	2025
Funding Requirement in FY 2010 Constant Dollars *(State operating subsidy for FY 2008 and FY 2009 if existing service)*	-	-	$6,000	$5,591	$5,147
Funding Requirement (Year-of-Expenditure Dollars) *(State operating subsidy for FY 2008 and FY 2009 if existing service)*	-	-	$7,477	$8,683	$9,961

Sources of Funds (Year-of-Expenditure Dollars). Note: Projected sources to cover operating deficits cannot include Federal funds.

Source No.	Source Description					
(1)	Iowa DOT			$2,019	$2,344	$2,689
(2)	Illinois DOT			$5,458	$6,338	$7,271
(3)						
(4)						
(5)						
(6)						
(7)						
(8)						
(9)						
(10)						
Total Available to Meet Requirement		$0	$0	$7,477	$8,683	$9,961
Funding (Gap) to be Filled:		$0	$0	$0	$0	$0

Corridor Program Name	IA-Chicago to Iowa City-New Service

Analysis of Funding Sources for Sustainability

(Refer to the Sustainability Sheet. In this table, projected sources to cover operating deficits cannot include Federal funds.)

		Percent of Annual Funding Need Covered						
		In First Year of Operation	In Fifth Year of Operation	In Tenth Year of Operation				
Source No.	Source Description	2015	2020	2025	New or Existing Funding Source?	Status of Funding*	Types of Funds	Describe Uploaded Supporting Documentation to help FRA verify funding source
(1)	Iowa DOT	27%	27%	27%	Existing Source	Committed	Legislative	Iowa Code Chapter 327J
(2)	Illinois DOT	73%	73%	73%	Existing Source	Committed	Legislative	Illinois Rail Leglislation
(3)	-	-	-	-				
(4)	-	-	-	-				
(5)	-	-	-	-				
(6)	-	-	-	-				
(7)	-	-	-	-				
(8)	-	-	-	-				
(9)	-	-	-	-				
(10)	-	-	-	-				
Total all sources		**100%**	**100%**	**100%**				

*__Explanation of "Status of Funding":__ Committed sources are programmed funds that have all the necessary approvals (e.g. legislative or by referendum) to be used to fund the proposed operation without any additional action. These funds have been formally programmed and budgeted. Examples include dedicated or approved tax revenues, or cash reserves that have been dedicated to the proposed operation.

Budgeted: This category is for funds that have been budgeted and/or programmed for use in the proposed operation but remain uncommitted, i.e., the funds have not yet received statutory approval. An example would be a budget that has been submitted to the Legislature but not approved.

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local operating or capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

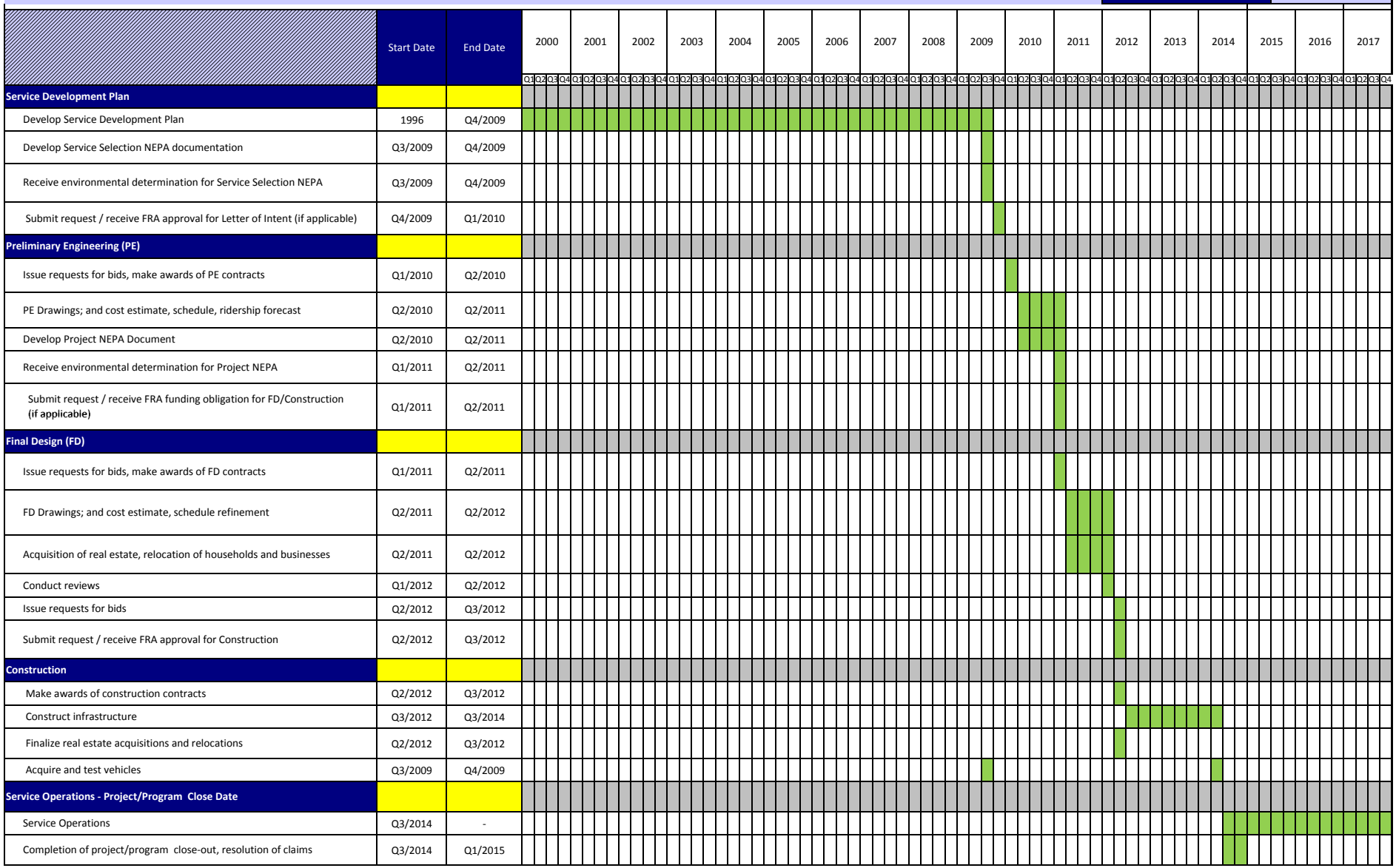
The above examples are illustrative. Applicants are free to provide other substantiated approaches to meeting the funding requirements to offset projections of both operating deficits and capital asset renewal charges.

Schedule- Track 2 Template

Instructions:
1. Ensure the "Document Information" auto-populated in the upper right hand corner
2. Provide the anticipated "Start Date" and "End Date" for each high level activity in the white cells below
3. Where applicable, color the cells to the right of each activity to indicate the duration and timing of each activity between 2009 and 2012 (on a quarterly basis).
4. Space has been provided to report activities that have ocured in the past. Only include dates for activities that are applicable to your program.
Tip: Highlight the cells you wish to color and right click to select Format Cells. Use the Fill command to apply color.

Document Information	
Project/Program Name (enter below):	IA-Chicago to Iowa City-New Service
Date of Submission	10/2/2009
Version Number	1

	Start Date	End Date
Service Development Plan		
Develop Service Development Plan	1996	Q4/2009
Develop Service Selection NEPA documentation	Q3/2009	Q4/2009
Receive environmental determination for Service Selection NEPA	Q3/2009	Q4/2009
Submit request / receive FRA approval for Letter of Intent (if applicable)	Q4/2009	Q1/2010
Preliminary Engineering (PE)		
Issue requests for bids, make awards of PE contracts	Q1/2010	Q2/2010
PE Drawings; and cost estimate, schedule, ridership forecast	Q2/2010	Q2/2011
Develop Project NEPA Document	Q2/2010	Q2/2011
Receive environmental determination for Project NEPA	Q1/2011	Q2/2011
Submit request / receive FRA funding obligation for FD/Construction (if applicable)	Q1/2011	Q2/2011
Final Design (FD)		
Issue requests for bids, make awards of FD contracts	Q1/2011	Q2/2011
FD Drawings; and cost estimate, schedule refinement	Q2/2011	Q2/2012
Acquisition of real estate, relocation of households and businesses	Q2/2011	Q2/2012
Conduct reviews	Q1/2012	Q2/2012
Issue requests for bids	Q2/2012	Q3/2012
Submit request / receive FRA approval for Construction	Q2/2012	Q3/2012
Construction		
Make awards of construction contracts	Q2/2012	Q3/2012
Construct infrastructure	Q3/2012	Q3/2014
Finalize real estate acquisitions and relocations	Q2/2012	Q3/2012
Acquire and test vehicles	Q3/2009	Q4/2009
Service Operations - Project/Program Close Date		
Service Operations	Q3/2014	-
Completion of project/program close-out, resolution of claims	Q3/2014	Q1/2015



Year	Annual Infl	YOE $ Factor
2008	0.000	100.0%
2009	0.000	100.0%
2010	0.045	100.0%
2011	0.045	104.5%
2012	0.045	109.2%
2013	0.045	114.1%
2014	0.045	119.3%
2015	0.045	124.6%
2016**	0.045	130.2%
2017	0.045	136.1%
2018	0.045	142.2%
2019	0.045	148.6%
2020	0.045	155.3%
2021	0.045	162.3%
2022	0.045	169.6%
2023	0.045	177.2%
2024	0.045	185.2%
2025	0.045	193.5%
2026	0.045	202.2%
2027	0.045	211.3%